



# NATIONAL ADVISORY COMMITTEE FOR AERONAUTICS

TECHNICAL NOTE 2894

CALCULATIONS OF UPWASH IN THE REGION ABOVE OR  
BELOW THE WING-CHORD PLANES OF SWEPT-BACK  
WING-FUSELAGE-NACELLE COMBINATIONS

By Vernon L. Rogallo and John L. McCloud, III

Ames Aeronautical Laboratory  
Moffett Field, Calif.



Washington  
February 1953

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## SUMMARY

A procedure has been developed for predicting the upwash components of the upflow angles in the region above or below the wing-chord planes of swept-back wing-fuselage-nacelle combinations. This procedure entails modifications to the methods given in NACA TN's 2528 and 2795, for predicting induced upwash angles.

Comparisons of predicted and measured upflow angles are shown for six semispan models with  $40^\circ$  swept-back wings. The models differ mainly in nacelle location (spanwise, chordwise, and vertical relative to the wing). For all models, the agreement between the measured and predicted upflow angles was found to be good for all points along the horizontal center line of the propeller disks.

The accuracy of the upflow angles obtained by this procedure is considered satisfactory for use in estimating propeller vibratory stresses.

## INTRODUCTION

It has been shown in reference 1 that the oscillating aerodynamic loadings on propellers, which contribute to the vibratory stresses, are directly dependent upon the upflow angles<sup>1</sup> at the horizontal center line of the propeller disk. A method for predicting the upwash angle contributions to the upflow angles, including the effects of wing, nacelle, and fuselage, for a twin-engine airplane having an unswept wing is given in reference 2. The method of reference 2 has been extended in reference 3 to show the effects of wing sweep on the upwash.

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<sup>1</sup>Angle between the thrust axis and the direction of local flow measured in a plane parallel to the model vertical plane of symmetry.

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The methods as developed in references 2 and 3 have the following limitations: The fuselage induction effects are limited to the extended horizontal plane of symmetry; and the wing upwash of reference 3 is only applicable in the region of the extended wing-chord plane.

It is the purpose of this report to present modifications to the existing methods to remove the above-mentioned limitations, and to present experimental evidence by which to assess the accuracy of the modified methods.

#### NOTATION

A	total upflow angle ( $\alpha_w + \epsilon_w + \epsilon_n + \epsilon_b + \gamma$ )
b	wing span
c	wing chord at inboard nacelle
$C_L$	wing lift coefficient $\left(\frac{\text{lift}}{qS}\right)$
q	dynamic pressure
R	radius of body
S	wing area
U	longitudinal component of free-stream velocity ( $V_o \cos \alpha_b$ )
$\Delta U$	increase in longitudinal velocity
$V_o$	free-stream velocity
W	cross component of free-stream velocity ( $V_o \sin \alpha_b$ )
$\Delta W$	increase in cross velocity
$i_w$	angle of wing with respect to fuselage center line <sup>2</sup>
$x_w$	longitudinal distance ahead of wing quarter-chord line
$y_b$	lateral distance from body center line
$y_w$	lateral distance from longitudinal center line of wing

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<sup>2</sup>Measured in a plane parallel to the model plane of symmetry.

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- $z_b$  vertical distance from body center line
- $z_w$  vertical distance from wing-chord plane
- $\alpha_b$  effective angle of attack of the longitudinal axis of a body<sup>2</sup>  
( $\alpha_w + \epsilon_w - i_w$ )
- $\alpha_w$  wing angle of attack<sup>2</sup> with respect to free-stream direction
- $\beta$  compressibility parameter [ $\sqrt{1-M^2}$ ]
- $\gamma$  nacelle-longitudinal-axis inclination as measured from the local chord<sup>2</sup> (negative below wing-chord line)
- $\epsilon$  angle of upwash<sup>2</sup> measured from free-stream direction
- $\xi$  vertical coordinate  $\left(\frac{z_w}{b/2}\right)$ , semispans
- $\eta$  lateral coordinate  $\left(\frac{y_w}{b/2}\right)$ , semispans
- $\tau$  longitudinal coordinate  $\left(\frac{x_w}{b/2}\right)$ , semispans
- $\Lambda$  sweep angle of quarter-chord line, positive for sweepback

## Subscripts

- w wing
- n nacelle
- b body

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<sup>2</sup>See footnote 2, p. 2.

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## PROCEDURE

The basic procedure used in computing the upwash in this report is the same as that used in existing methods of references 2 and 3; namely, the total upwash angle at a point is assumed equal to the sum of the upwash angles induced by the wing, nacelle, and fuselage. The wing upwash is due to the wing lift and is calculated using lifting-line or lifting-surface theory and the fuselage and nacelle upwash are calculated from potential flow equations for an infinite cylinder and semi-infinite body, respectively.

## Wing-Induced Upwash

Although the lifting-line theory used in reference 2 is applicable in regions above or below the wing-chord plane, it is not directly applicable to swept wings. The simplified lifting-surface method of reference 3 enables calculation of the upwash ahead of wings of arbitrary plan form, but only in the wing-chord plane. Thus to determine the upwash in regions other than the wing-chord plane for wings of arbitrary plan form, it is necessary to extend or modify the existing methods.

For simplicity, the lifting-surface method of reference 3 has been modified. The modification is based on the assumption that the vertical variation of upwash from a wing is similar to the vertical variation of upwash from a horseshoe vortex. For low Mach numbers, the bound vortex has the same sweep as the wing quarter-chord line, and lies in the wing-chord plane.<sup>3</sup> For a value of  $\eta$  and  $r/\beta$ , the vertical variation of upwash due to the horseshoe vortex is readily found from the following equation which corresponds to equation (34) of reference 4.

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<sup>3</sup> For high Mach numbers, the horseshoe vortex should have a sweep angle  $\Lambda_p$  given by  $\tan \Lambda_p = (\tan \Lambda)/\beta$  in accordance with the Prandtl-Glauert rule.

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$$\frac{\epsilon}{\beta C_L} = \frac{1}{4\pi\beta b^2/s} \left\{ - \left[ \frac{1-\eta}{\xi^2+(1-\eta)^2} \right] - \left[ \frac{1+\eta}{\xi^2+(1+\eta)^2} \right] + \right.$$

$$\frac{\left[ \frac{\tau/\beta}{(\tau/\beta)^2 + \xi^2/\cos^2 \Lambda_\beta} \right] \left[ \left( \tau/\beta \tan \Lambda_\beta + \frac{1-\eta}{\cos^2 \Lambda_\beta} \right) \right] + \left[ \frac{1-\eta}{\xi^2+(1-\eta)^2} \right] \left\{ \left[ \tau/\beta + (1-\eta) \tan \Lambda_\beta \right] \right\}}{\sqrt{[\tau/\beta + (1-\eta) \tan \Lambda_\beta]^2 + (1-\eta)^2 + \xi^2}} -$$

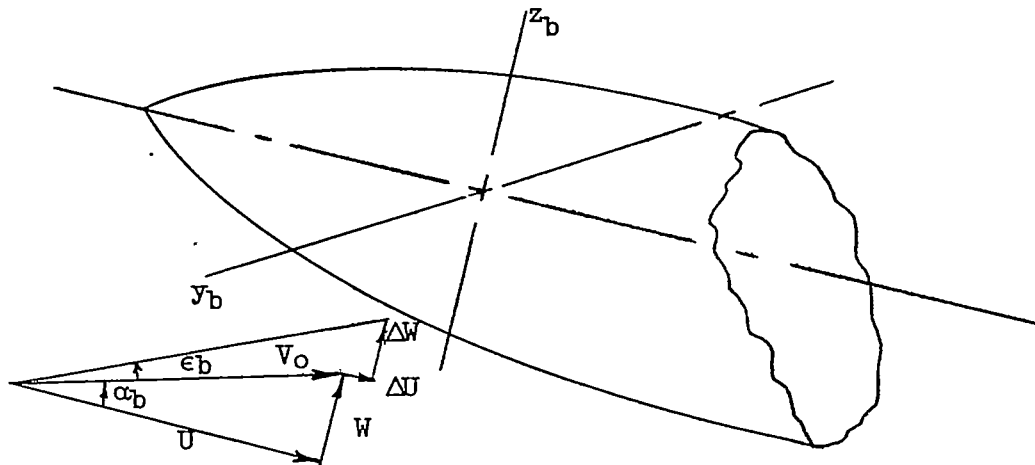
$$\frac{\left[ \frac{2\eta \tan \Lambda_\beta - \tau/\beta}{(2\eta \tan \Lambda_\beta - \tau/\beta)^2 + \xi^2/\cos^2 \Lambda_\beta} \right] \left[ \left( \tau/\beta \tan \Lambda_\beta + \frac{1-\eta}{\cos^2 \Lambda_\beta} \right) + 2\eta \right] - \left[ \frac{1+\eta}{\xi^2+(1+\eta)^2} \right] \left\{ \left[ \tau/\beta + (1-\eta) \tan \Lambda_\beta \right] \right\}}{\sqrt{[\tau/\beta + (1-\eta) \tan \Lambda_\beta]^2 + (1+\eta)^2 + \xi^2}} -$$

$$\left. \frac{\left[ \frac{\tau/\beta}{(\tau/\beta)^2 + \xi^2/\cos^2 \Lambda_\beta} \right] \left( \tau/\beta \tan \Lambda_\beta - \frac{\eta}{\cos^2 \Lambda_\beta} \right) - \left[ \frac{2\eta \tan \Lambda_\beta - \tau/\beta}{(2\eta \tan \Lambda_\beta - \tau/\beta)^2 + \xi^2/\cos^2 \Lambda_\beta} \right] \left[ \left( \tau/\beta \tan \Lambda_\beta - \frac{\eta}{\cos^2 \Lambda_\beta} \right) + 2\eta \right]}{\sqrt{(\eta \tan \Lambda_\beta - \tau/\beta)^2 + \eta^2 + \xi^2}} \right\}$$

If the upwash at a point above or below the wing-chord plane is expressed as a percentage of the upwash in the wing-chord plane, this percentage may be used to determine the wing upwash at a corresponding  $\eta$ ,  $\tau/\beta$ , and distance above or below the wing-chord plane. To show a typical example, the upwash expressed in this manner is presented in figure 1 for a  $40^\circ$  swept-back horseshoe vortex system.

#### Fuselage-Induced Upwash

In the previous applications of the methods of references 2 and 3, the horizontal center lines of the propeller planes were coincident with the median plane of the fuselage. In order to calculate upwash at the horizontal center line of propeller planes which are not coincident with the fuselage median plane, the method used in references 2 and 3 must be extended. The velocity components (in a vertical plane parallel to the body longitudinal axis) of the flow about an inclined body are shown in the following sketch.



From the geometry of the velocity components

$$\tan (\alpha_b + \epsilon_b) = \frac{W + \Delta W}{U + \Delta U} = \frac{1 + \frac{\Delta W}{W}}{\frac{U}{W} + \frac{\Delta U}{W}} = \frac{W}{U} \left( \frac{1 + \frac{\Delta W}{W}}{1 + \frac{\Delta U}{U}} \right) \quad (1)$$

therefore, since  $W/U = \tan \alpha_b$ ,

$$\frac{\tan (\alpha_b + \epsilon_b)}{\tan \alpha_b} = \frac{1 + \frac{\Delta W}{W}}{1 + \frac{\Delta U}{U}} \quad (2)$$

which for small angles ( $\alpha_b$  and  $\epsilon_b$ ) may be written

$$\frac{\alpha_b + \epsilon_b}{\alpha_b} = 1 + \frac{\epsilon_b}{\alpha_b} \approx \frac{1 + \frac{\Delta W}{W}}{1 + \frac{\Delta U}{U}} \quad (3)$$

If  $\Delta W$  and  $\Delta U$  can be found for any point in space,  $\epsilon_b$  is known for that point. Although it is difficult to find these quantities for a finite body, they are readily obtained for the infinite cylinder in incompressible flow.

For a fuselage which has a large fineness ratio and extends well forward of the propeller plane (at least three maximum mean diameters), it may be assumed that the fuselage can be represented by an infinite cylinder equal in diameter to that of the cross section of the fuselage in the extended propeller plane (see reference 2).<sup>4</sup> In the case of an infinite cylinder,  $\Delta U$  is equal to zero, hence equation 3 becomes

$$1 + \frac{\epsilon_b}{\alpha_b} \approx 1 + \frac{\Delta W}{W} \quad \text{or} \quad \frac{\epsilon_b}{\alpha_b} \approx \frac{\Delta W}{W} \quad (4)$$

To determine the increase in cross-flow velocity, the well-known source-sink or doublet equations found in most texts on hydrodynamics are used. For an infinite circular cylinder in an incompressible flow

$$\frac{\Delta W}{W} = \frac{\left(\frac{y_b}{R}\right)^2 - \left(\frac{z_b}{R}\right)^2}{\left[\left(\frac{y_b}{R}\right)^2 + \left(\frac{z_b}{R}\right)^2\right]^2} \approx \frac{\epsilon_b}{\alpha_b} \quad (5)$$

The lateral distribution of  $\epsilon_b/\alpha_b$  at constant distances above or below the median plane of an infinite circular cylinder is presented in figure 2.

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<sup>4</sup>The validity of this assumption has not been checked for the case of compressible flow.

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## RESULTS

To provide experimental data for evaluation of the modified methods, surveys were made of the upflow angles at the horizontal center line of the propeller disks for six semispan models with  $40^\circ$  swept-back wings. The surveys were made in the Ames 40- by 80-foot wind tunnel at a Mach number of 0.13. One of the models is shown mounted in the wind tunnel in figure 3. All six models are shown in figure 4. The survey rake shown in figure 3 consisted of six directional-pitot-static tubes mounted at various intervals along a steel tube. The method of reference 3, together with the modifications included herein, has been used to predict the upwash angles, which are combined with the geometric angles to obtain the upflow angles for the six models. Comparison of the measured and predicted upflow angles at several locations along the horizontal center line of each propeller disk is shown in figure 5. Upflow angles are shown for angles of attack of  $-4^\circ$ ,  $0^\circ$ ,  $4^\circ$ ,  $8^\circ$ , and  $10^\circ$ . Although not evident from figure 5, the agreement between the measured and predicted upflow angles was found to be of the same order at various points along the horizontal center line of the propeller disks and for the different nacelle locations at a given angle of attack.

## CONCLUDING REMARKS

A procedure for predicting the upwash component of the upflow angles in the region above or below the wing-chord planes of swept-back wing-fuselage-nacelle combinations has been developed and evaluated.

The accuracy of the upflow angles obtained by this procedure is considered satisfactory for use in estimating propeller vibratory stresses.

Ames Aeronautical Laboratory  
National Advisory Committee for Aeronautics  
Moffett Field, Calif., Nov. 14, 1952

## REFERENCES

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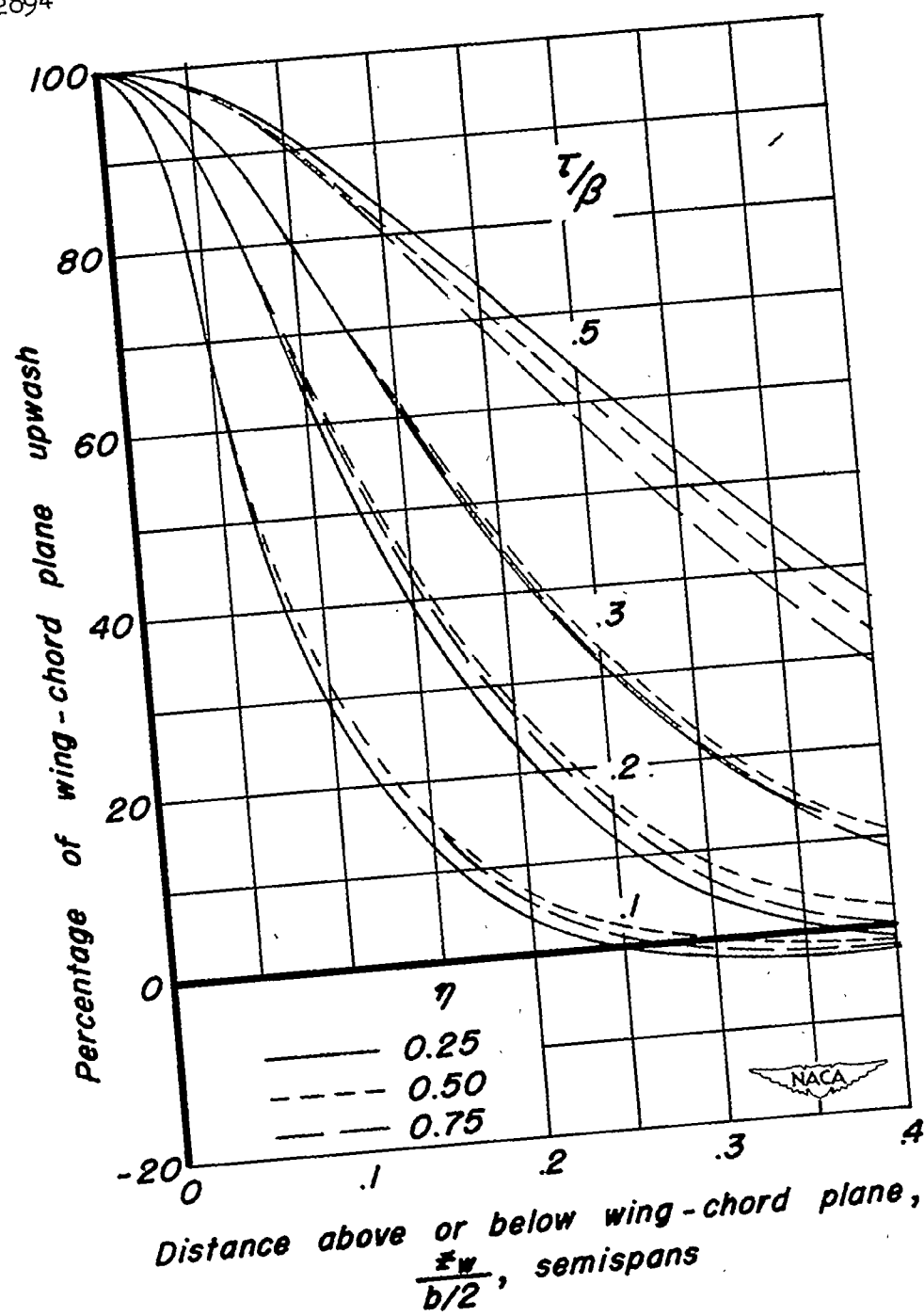


Figure 1.- Variation of upwash of a 40° swept-back horseshoe vortex with vertical position.

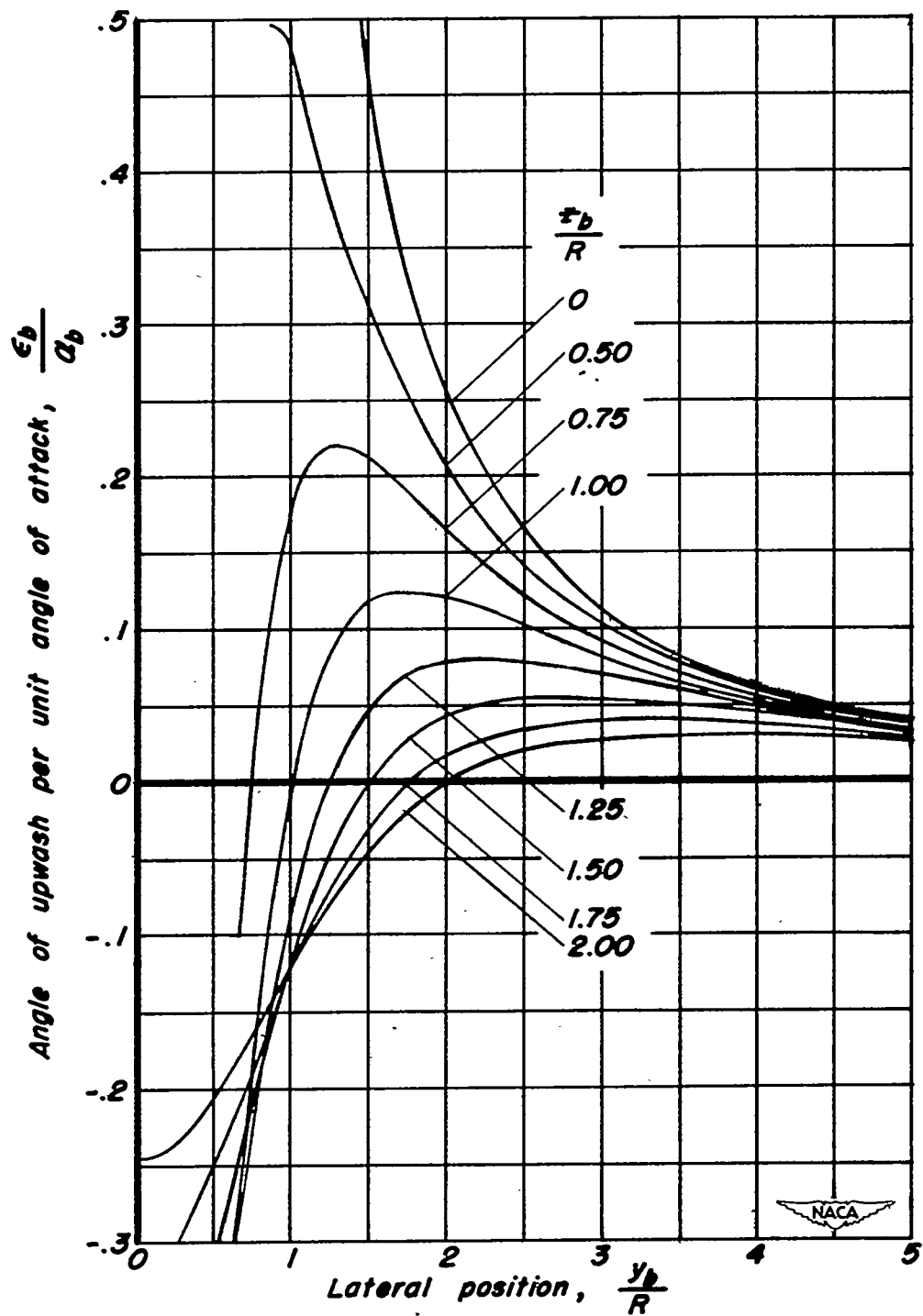
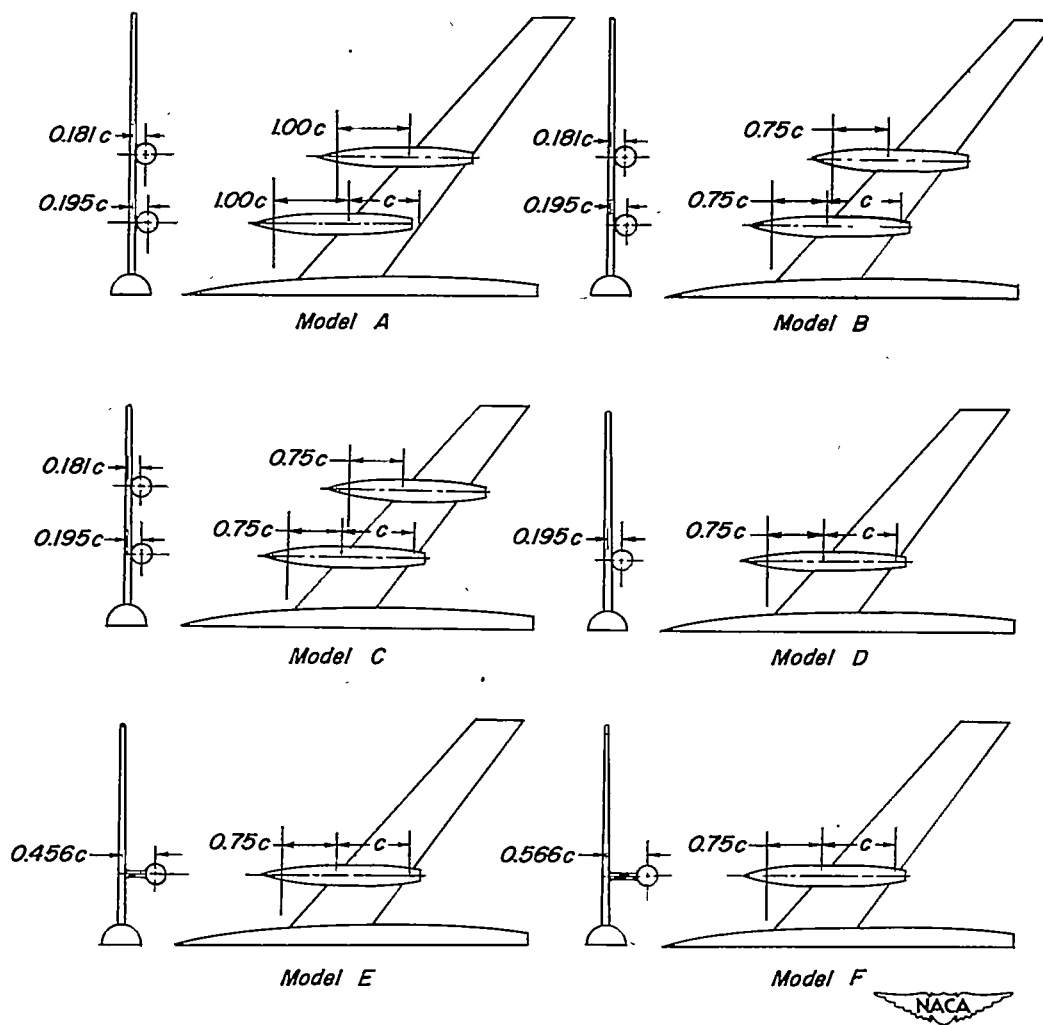


Figure 2.-The upwash of an infinite cylinder in a transverse plane.



Figure 3.— Model B mounted in the 40- by 80-foot wind tunnel.



Model	A	B	C	D	E	F
Aspect ratio	10	10	7.3	7.3	7.3	7.3
Nacelle location, $\eta$						
Inboard	0.25	0.25	0.31	0.31	0.31	0.31
Outboard	0.50	0.50	0.62	—	—	—
Taper ratio	0.34	0.34	0.49	0.49	0.49	0.49
Nacelle inclination	0°	0°	0°	0°	0°	-7°

Note: Extent of survey from nacelle center line, 0.19c to 0.61c.

Figure 4. — Semispan models.  $\Delta$ , 40°.

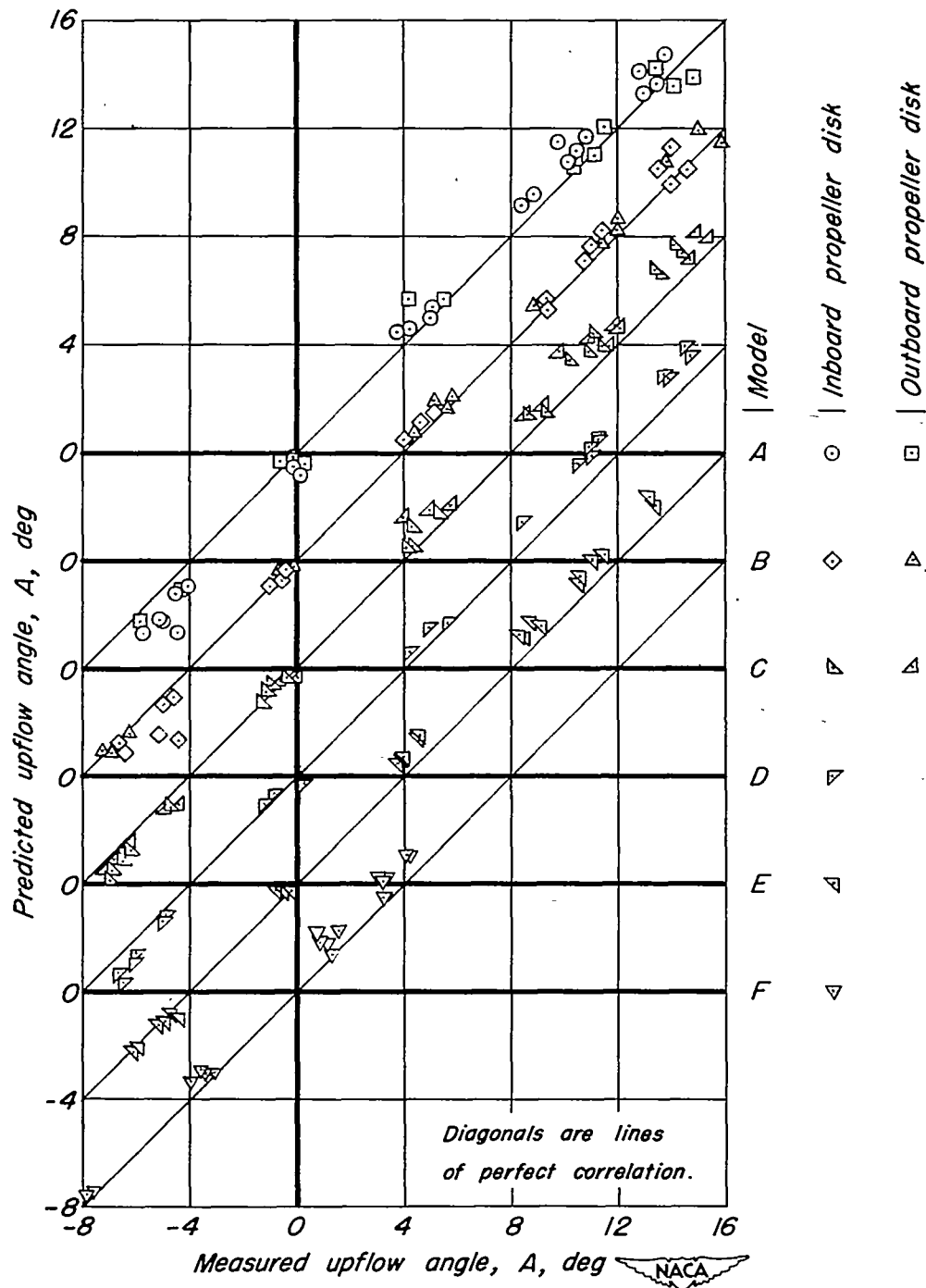


Figure 5.— Comparison of predicted and measured upflow angles for six semispan models at several angles of attack.